

WEATHER FORECAST.
Showers to-day; to-morrow probably
fair; fresh shifting winds.
Highest temperature yesterday, 76; lowest, 62.
Detailed weather reports on editorial page.

The Sun.

IT SHINES FOR ALL

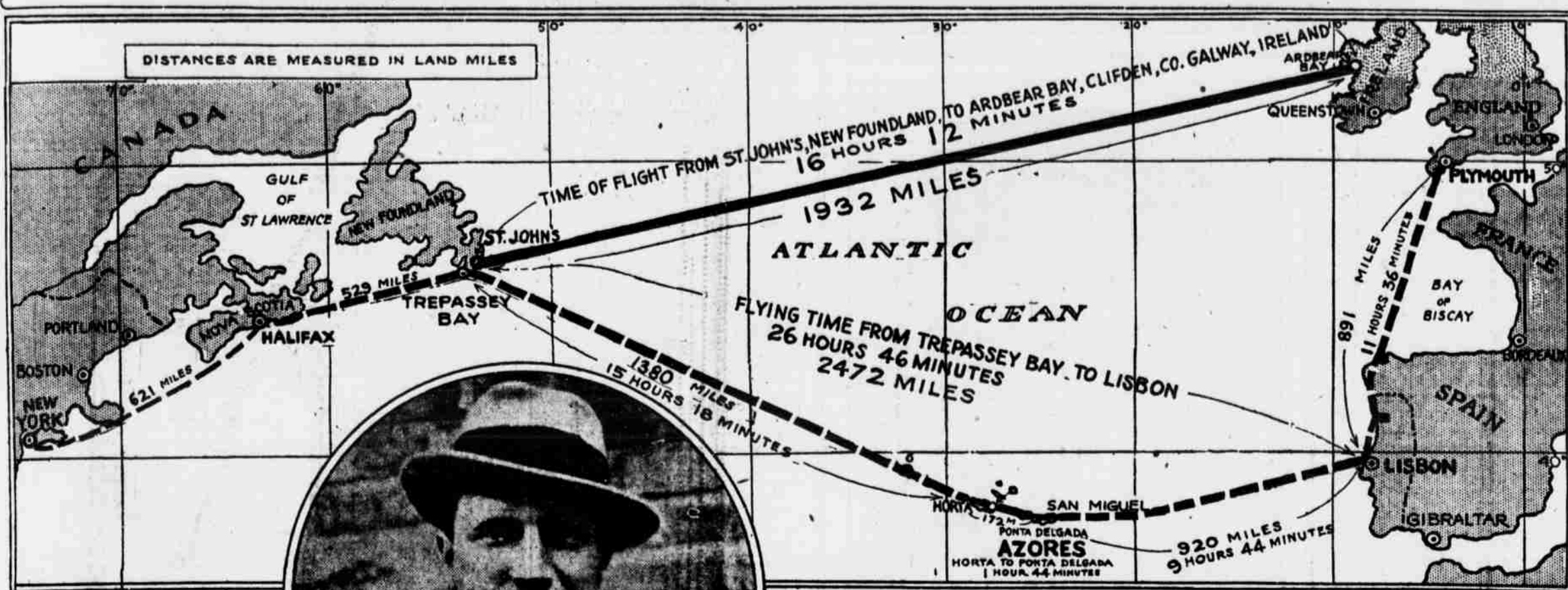
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PRICE TWO CENTS.

ALCOCK AND BROWN FLY SAFELY TO IRELAND; SPAN 1,932 MILES OVER SEA IN 972 MINUTES; "JOURNEY A TERRIBLE ONE," SAYS ALCOCK; COULD NOT SEE THE SUN, MOON OR STARS

CAPTAIN ALCOCK AND THE COURSE HE TOOK IN TRANSATLANTIC FLIGHT



ALLIES GIVE UP SECRECY POLICY

Wilson and Lloyd George Said
to Have Insisted Upon
Publicity.

CLASS STRUGGLE FEARED

Refusal of Germans to Sign
Causes Anxious Spec-
ulation.

By LAURENCE HILLS.
Staff Correspondent of The Sun.
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PARIS, June 15.—The opening of
the fateful week in which the oft re-
peated question "Will the Germans
sign?" will be answered was marked
today by the publication of the Ger-
mans' counter proposals and com-
ments on the peace conditions of the
Allies. An official summary, the joint
work of British and Americans, was
issued simultaneously with full copies
of the German answer as printed and
given out by the Germans themselves.

The action taken in making public
these documents appears to have been
due to the insistence of President
Wilson and Premier Lloyd George
and to have been intended as a pre-
liminary to the publication of the re-
ply of the Allies as soon as the latter
has been delivered. Thus the public-
ity which the world has sought has
been attained finally.

It is doubtful if the German answer
would have been laid before the public
officially in this way by the Allies
at this critical hour had it not been
for the unfavorable reaction through-
out the world over the policy of the
Allies in withholding the treaty origi-
nally. Premier Lloyd George particu-
larly has insisted recently in the
Council of Four that the time had
come to submit the issue to the world
as well as to the Germans, allowing
the public to measure both documents
and reach their own conclusions even
before the Germans made their de-
cision.

Germany Point to Contradictions.
A comparison of the summary with
the original German document shows
it to be extraordinarily faithful and
unbiased, although admittedly much
of the strength of the German con-
tentions has been lost through par-
aphrasing. In the original text the
Germans coached their protest and ap-
peals in the strongest English they
could find.

This is true particularly in that
part which points out the contradic-
tions of the treaty with the armistice
agreements and the speeches of Pres-
ident Wilson.

WILSON MAY START FOR U. S. SAME DAY PEACE IS SIGNED

Steamship George Washington Prepares for Record
Trip From France—President to Visit Belgium
This Week and Return to Paris Friday.

By a Staff Correspondent of The Sun.
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PARIS, June 15.—If the Germans
should sign the peace treaty, President
Wilson probably will leave Paris on
the same day, sailing from Brest the
following morning.
The decks of the George Washing-
ton are piled high with coal for a
record breaking voyage to the United
States which, it is expected, will be
made in less than seven days.
Should the Germans not sign the
President's plans will depend on the
situation and upon the necessity for
further conferences.

By the Associated Press.
PARIS, June 15.—President Wilson
probably will remain in Paris only

three or four days after his return
from Belgium next Friday. He will
then embark at a French port for the
United States.

President Wilson expects to visit
Belgium Wednesday or Thursday. Ac-
companied by Mrs. Wilson and Rear
Admiral Grayson, his personal phys-
ician, President Wilson will leave
Paris Tuesday night by special train,
returning to Paris Friday morning.

Elaborate plans for the entertain-
ment of President Wilson and his
party in Brussels have been made by
King Albert and Queen Elizabeth,
whose guests they will be. It is ex-
pected that while in Belgium Presi-
dent Wilson will be conducted on a
short trip through the devastated re-
gions.

WANTS NC-4 PUT IN NATIONAL MUSEUM

F. H. Russell Urges Daniels to
Preserve Seaplane.

The placing of the NC-4, the Ameri-
can seaplane which first flew across the
Atlantic, in the United States National
Museum was urged yesterday by F. H.
Russell, president of the Manufacturers
Aircraft Association, in a telegram to
Secretary Daniels of the Navy Depart-
ment.
"In view of the doubt regarding the
final disposition of the navy's NC-4,
which made the transatlantic flight, may
I not urge you to take steps toward the
placing of this flying boat in the United
States National Museum?" Mr. Russell
wired Secretary Daniels. "I feel that
the Navy Department should see that the
NC-4, an example of America's greatest
contribution to aeronautics during the war,
should be preserved."
In a letter also sent by Mr. Russell he
points out that the Wright brothers' bi-
plane which made the first flight for the
United States Army and the Langley
aerodrome and other airplanes are now
in the National Museum and that the
NC-4 has an equal historical signifi-
cance.

TO FRAME REPLY TO AUSTRIA.

Big Four to Resume Study of Con-
ditions to-day.
PARIS, June 15.—The Council of Four
to-morrow will resume its study of the
conditions of peace with Austria and will
discuss the terms of the reply to be made
to the recent note handed in by Dr. Karl
Renner, head of the Austrian delegation.
The Council of Foreign Ministers is en-
gaged at present in examining the
question of fixing the boundary between
Poland and the Ukraine.

BROWN TO WED AND THEN TOUR WORLD

Engaged to Daughter of a
British Major.

Special Cable Despatch to The Sun and the
Public Ledger.
LONDON, June 15.—Miss Kennedy,
who will be married to Lieut. Brown,
lives in London at 26 Oakley avenue and
her house is decked with flags. She said
to your correspondent: "The suspense
of waiting was terrible. I shall sleep
sounder to-night. You may be certain I
had great confidence in the Vimy ma-
chine."
She is a tall, vivacious girl and wore
a cool tennis costume. The first thing
Lieut. Brown did on reaching Ireland
was to send her this cablegram from
Clifden: "Landed safely this morning;
will be with you very soon."
Miss Kennedy is the daughter of a
Major in the Royal Air Force. Lieut.
Brown carried as a mascot an American
flag given him by Miss Kennedy. They
are to tour the world on their honey-
moon and will live in the United States.

POPE TO HOLD CONSISTORY.

Will Discuss Situation of World
After War.
ROME, June 15.—Pope Benedict will
hold a consistory June 26. The function
will be for the appointment of Bishops
and the confirmation of the Patriarch of
Antioch of the Greek Melchite rite.
The only importance of the consistory
to the outside ecclesiastical world will
be a papal allocution which it is as-
serted will deal with the situation of
the world after the war.

"IT'S WONDER WE ARE HERE," SAYS ALCOCK IN TELLING OF TRIP

Density of Fog Compelled Descent of Machine to
Within 300 Feet of Sea at Times—Aviator De-
clares Flying Boats Best for Ocean Flight.

Special Cable Despatch to The Sun from the London Times Service.
Copyright, 1919; all rights reserved.
LONDON, June 15.—By special courtesy of Lord Northcliffe's
"Daily Mail" to the London Times-Public Ledger News Service, Capt.
John Alcock's own story of his flight across the Atlantic is presented
herewith:

By CAPT. JOHN ALCOCK.

"We have had a terrible journey and the wonder is that we are here
at all. We scarcely saw the sun or moon or stars. For hours we saw none of
them. The fog was very dense, and at times we had to descend within
300 feet of the sea.

"For four hours our machine was covered with a sheet of ice, caused
by frozen sleet. At another time the fog was so dense that the speed
indicator did not work and for a few minutes it was very alarming.

"We looped the loop, I do believe, and did a very steep spiral. We
did some very comic stunts, for I had no sense of horizon.

"The winds were favorable all the way, northwest, and at times
southwest. We said in Newfoundland that we would do the trip in sixteen
hours, but we never thought we should. An hour and a half before we
saw land we had no certain idea where we were, but we believed we
were at Galway or thereabout.

"Our delight in seeing Eastal Island and Tarbot Island (five miles
west of Clifden) was great. The people did not know who we were, and
thought we were scouts looking for Alcock.

"We encountered no unforeseen conditions. We did not suffer from
cold or exhaustion, except when looking over the side; then the sleet
chewed bits out of our faces. We drank coffee and ale and ate sand-
wiches and chocolate.

"Our flight has shown that the Atlantic flight is practicable, but
I think it should be done not with an airplane or seaplane but with a
flying boat.

"We had plenty of reserve fuel left, using only two-thirds of our
supply.

"The only thing that upset me was to see the machine at the end
damaged. From above the bog looked like a lovely field, but the
machine sank into it to the axle and fell over on her side."

LONDON, June 15.—Harry G. Hawker, who strove valiantly but
unsuccessfully in a single motored machine to jump the Atlantic, gave
all credit to Capt. Alcock for the accomplishment of the feat.

According to a Central News despatch he said:
"It was a magnificent and very fine feat. I am very glad Capt.
Alcock was able to make the flight in real fashion without warships and
all that sort of thing. It is very gratifying from that point, indeed."

Alcock was asked whether he regarded his flight as having beaten
that of the American seaplane NC-4. To this Alcock replied:
"I could not say anything but what is good of the Americans. I
have been treated very kindly by the Americans since I have been over
there." (Meaning in Newfoundland.)

"Didn't Do Badly Did We?" Brown's Comment on Flight

LONDON, June 16.—The Daily Mail's
correspondent found Alcock and Brown
at Clifden packing their gear into a
huge sack. Alcock's face lit up with a
smile when he was congratulated by the
correspondent. Brown, who was bend-
ing over packing, said quietly:
"We didn't do so badly, did we?"
Alcock said with a laugh: "I am not
at all tired."
Brown, however, confessed, "I am a
bit fagged out."
The correspondent says Brown's eyes
were slightly bloodshot, but that other-
wise the men looked as if they had not
travelled across the ocean.

U. S. NAVY QUICK TO LAUD FLIGHT

"Great," Says Daniels, Who
Calls It Inspiration to
American Fliers.

ARMY GIVES WARM PRAISE

Senator New Will Ask Crea-
tion of Aeronautics Depart-
ment—Kahn Enthusiastic.

Special Despatch to The Sun.

WASHINGTON, June 15.—The final
triumph of a "one hop" flight from
America to Europe was greeted with
great enthusiasm here as a tremen-
dous stride forward in the science of
aeronautics and as the forerunner of
great development in the air. Those
on Capitol Hill who are intensely in-
terested in the development of flying
were enthusiastic when they learned
of the safe arrival of Capt. John
Alcock and Lieut. Arthur W. Brown,
and officials of the Administration
who have to do with flying in the
army and navy were none the less
pleased. The navy, in particular,
after six of its men in an American
plane first crossed the Atlantic, felt
that it could afford to sit back and
commend as highly as possible those
who followed in their wake.

The success of the Vickers-Vimy
bomber will not change the plans of
the Navy Department in developing
the NC types of seaplane, for trans-
atlantic flights. The essential differ-
ence between the NC planes and the
Vickers-Vimy is that the former is a
sea plane while the latter is a land
plane. But each was constructed for
the fundamental purpose of travelling
long distances and carrying heavy
loads. The American planes, how-
ever, are designed to carry heavier
loads than the British plane.

Warm Praise From Officials.

Details concerning the construction
of the Vickers-Vimy have been known
to the American naval experts, and
there is no reason, they say, why the
plane should not have succeeded pro-
vided "the motor kept turning and
reasonably good weather prevailed."
Secretary Daniels had this to say:
"It is great. The flight across the
Atlantic of Alcock and Brown in a
single 'hop' not only appeals to the
imagination of every one but is a tre-
mendous demonstration of the ad-
vance of aviation since the beginning
of the war and a promise of still
greater development in the future. It
should inspire American aviators, too,
but the development of aviation in the
navy cannot go ahead if the appropri-
ate of \$15,000,000 fixed by the House

British Aviators Land at Clifden in
County Galway in Slightly More
Than 16 Hours, a Record Time
for Airplane to Maintain Speed

RECEIVE \$50,000 PRIZE FOR FEAT;
LONDON WILD WITH JOY AT NEWS

They Descend With Crash Into Bog Mis-
taken in the Mist for Smooth Turf—
Occupants Unhurt and Machine
Only Slightly Damaged

RADIO USELESS FROM THE OUTSET

Alcock Reports by Telegraph to London and
Awaits Arrival of Officials to Verify
Flight—He and Brown Suffered
Only From Fatigue

LONDON, June 15.—Flying further than man has ever
flown in airplane before, fighting their way through blinding
mist and fog over the gray Atlantic, with wealth and glory
for success and death for failure, Capt. Jack Alcock and Lieut.
Arthur W. Brown won their way to Ireland to-day.

Their achievement, the first crossing of the broad Atlan-
tic in a single flight, is a great victory for Vickers biplane
and Rolls-Royce engine, for pilot and navigator and for Great
Britain and America, but back of it is the greatest victory
of all, the victory of the airplane, unheard of a scant seven-
teen years ago, but now unanswerably proved a revolution-
izing force in man's life. If this much can be accomplished
in less than a score of years what may not the future bring?
The thoughtful here are asking.

From the little town of Clifden, in County Galway, Ire-
land, there flashed by wire to London a few terse words
from the partners in the daring enterprise, giving a scanty
announcement of the accomplishment of the great feat.

The flight of 1,932 land miles from St. John's to Clifden
was made, according to the venturers' own reckoning, in
sixteen hours and twelve minutes. This indicates a speed of
approximately 120 miles an hour, two miles in every sixty
seconds ticked off by their chronometer, for the whole great
distance over the unfriendly ocean lying below them. Meagre
as was the information reaching London, there was enough
to indicate that the flight was a desperate battle to the finish
through day and night by the fliers for life and fame against
the unrelenting natural forces against them.

ENCOUNTERED BLINDING FOGS.

From the gray sea beneath them
teen hours before, thrilled the wire-
less men on watch as they had never
before been thrilled before, and they dashed
out to greet and aid the fliers.
The poor visibility dulled Capt.
Alcock's keen eyesight, and he se-
lected what appeared to be a fairly
smooth stretch of turf. As he
brought the tail and landing wheels
gently downward the machine bounced
and crashed down again. The spot,
so smooth from above in the poor
light, was actually a rough bog. In-
evitably the plane crashed, breaking
the landing gear and damaging the
fuselage.

The wireless men who rushed to the
damaged machine found both men
somewhat dazed and both deafened by
the unceasing roar of the engines,
which had steadily beaten upon their
ear drums during the long hours of
day and night. The landing was
made at 9:40 A. M. British summer
time.

Despite their condition the men
were able to climb out of the cramped
cockpit, in which they must have en-
dured mental and physical tortures,
and walk to the wireless station,
where they telegraphed the news to
their friends. They had breakfast—
a hearty breakfast and an unexpected
breakfast—for the best the two had
promised themselves and their friends
in Newfoundland was "luncheon one
day in St. John's, luncheon next day
in Ireland."

"This is the best way to cross the
Atlantic," Lieut. Brown commented
after he had taken the fine edge off
his appetite with a real Irish meal.
Report He Flew Upside Down.
At times, despite the great skill of
Capt. Alcock, skill that brought him